

# ALBERTA RAILWAY JOURNAL



CANADIAN RAILROAD HISTORICAL ASS'N





## \*Train Orders For Next Meeting \* \*

For our April meeting, we hope to have the slide show originally scheduled for our last get-together. Those present will remember that our business meeting was somewhat longer than usual leaving us really not enough time to view these slides. As mentioned in last months issue, these are a group of transparencies loaned to us by Mr. Arthur Hamilton of the National Historical Railroad Society and are of the following subjects: Southern Pacific Steam, Logging Railroads, and Steam Excursions. Hope to see you all there. We would at this time like to extend a freindly wave to our Hinton members who unfortunately we don't see very often. They are certainly most welcome to our meetings or just to visit our locomotive. OUR locomotive, that is.

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Many thanks to Dale Cuthbertson for the very nice cover drawn for the March issue of the Alberta Railway Journal.

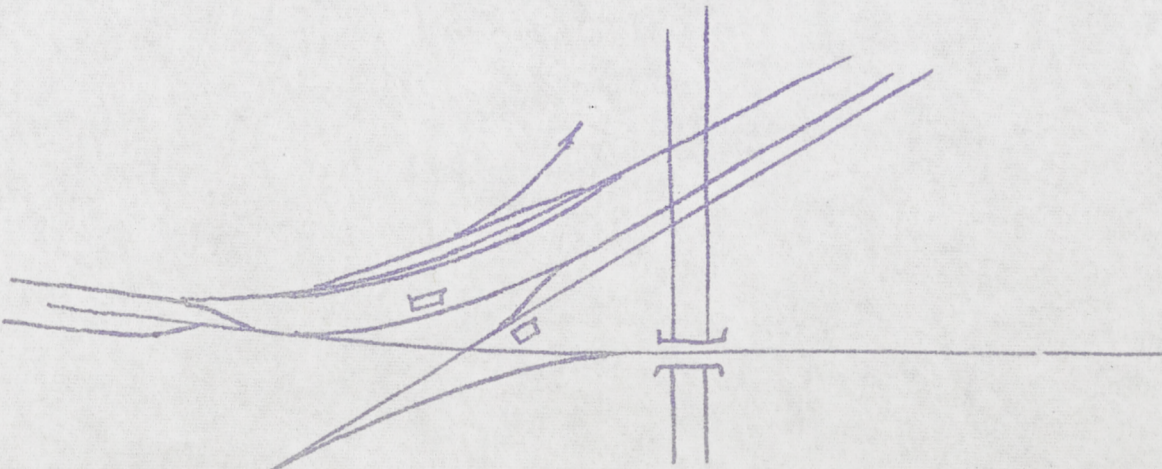
Thanks also go to those who have kindly contributed the various articles that have appeared in the Alberta Railway Journal. Keep them coming. . . .



2

DO YOU KNOW YOUR LOCAL RAILROADS ?

- 1) To what Alberta CITY does the CPR offer through passenger service from Edmonton, other than those places on the Calgary line ?.
- 2) A CNR passenger car has to be turned end for end. In what general area would you expect this to be done under normal operating conditions ?
  - a) 4th. Avenue turntable.
  - b) Calder.
  - c) CPR interchange.
- 3) If you saw a CNR passenger train westbound passing Cromdale Car barns at approximately 11.15pm (today), what train would you expect it to be ?
  - a) No. 2.
  - b) No. 9.
  - c) No. 925.
- 4) What is the height of HIGH LEVEL BRIDGE from the top of rails to mean river level ?
  - a) 98.4 feet.
  - b) 189 feet.
  - c) 157 feet.
- 5) In the Edmonton area, cars may be switched from CNR to CPR trackage at....
  - a) 3 places.
  - b) 4 places.
  - c) 7 places.
  - d) 12 places.
- 6) In 1917, there were seven railways operating within 20 miles of Edmonton City Hall. Name them.
- 7) The Edmonton Transit System (Edmonton Radial Railway) Street Car No.1 and Montreal Tramways No. 274 have a common distinction unique in North America. Name it.
- 8) The sketch below shows a portion of the trackage in the Edmonton area. Name the building marked with an " X ".





RED - WHITE - BLUE -

### British Railways "steal", C.N.R. Fare Plan .

British Railways are planning to introduce a graduated fare plan system inspired by the well known C.N.R. 'Red, White, & Blue Plan. However, the fare charged will depend not on the day of the week but rather on the time of the day,

In the morning and evening rush hours, trains are full and there is no point or reason for attracting new customers.

At these times, therefore, the standard fares will be charged and tickets of one color will be used.

At less busy times of the day, cheaper fares will be charged and the tickets will be of a distinctive color will be invalid on trains running between specific hours.

### C.N. Has New Power "

(Reprinted from the Edmonton Journal, March 24th last)

There is something new to look for on the C.N.R. Four brand-new diesels are being used to haul freight between Edmonton and Winnipeg.

Two of them are 1800-horsepower units on loan from the Pacific Great Eastern and two are 250-horsepower units belongings to the Alaska Railroad.

More about this later - - -



VISITORS \* \* \* \*

During March, a variety of different engines have been visible on the C.N.R.'s right-of-way in Edmonton.

First of all, there are the C.N.R.'s own GP 30's which make regular visits here in freight service to and from Winnipeg.

More exotic visitors are ALCO (Montreal Locomotive Works) built in January 1965 as RS 18's and belonged to the Pacific Great Eastern. These engines are temporarily leased by the C.N.R. and can usually be seen running west from Calder.

They have chop-nose cabs and, a rare sight on the C.N.R. a manual transition; typically the two units are in different paint schemes, thus maintaining a well honoured P.C.E. tradition.

The other locomotive visitors were also of the modern chop-nose type but from a more unusually distant carrier, the Alaska Railroad. Two new G.M. GP 35 units (built in February 1965) numbers 2502 and 2503 have been operating east of Edmonton.

An interesting operating point is that their units were not allowed to lead the train and were thus always coupled behind a GP 7 or FP 7. However, these two engines now have left the area as they took a freight to Prince George and Prince Rupert on Saturday, March 20th. At Prince Rupert, they were to be loaded on a barge for onward shipment to their home line.

An unusual C.N.R. unit also has visited us -- a G.M. G8 number 850. This is a small high-hood road switcher actually designed for export. The C.N.R. owns a fleet of these engines 800 to 895 for use on the Newfoundland 3'6" gauge lines; of these 850 to 854 are standard guage.

After an unsuccessful and short visit to Vancouver the "Ugly Duckling" now has been joisted on the N.A.R. and currently is acting as a yard switcher at Waterways.

Dare we say - "Out of mind, Out of sight?"

By Eric Johnson.

\* \* \* \* \*

Answers to quiz on page 2.

- (1) Lloydminster
- (2) (b)
- (3) (9)
- (4) 157 feet
- (5) 7 places
- (6) E.R.R., St. Albert Interurban, C.P.,  
C.N.R., G.T.P., E.D.&B.C., and E.T&P.
- (7) Both are original cars for their system.
- (8) The North Edmonton Station

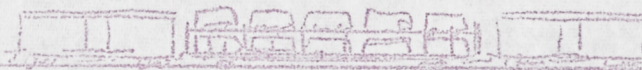


5

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the  
**NEW LOOK**  
in freight car equipment.

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Something new has been added! The bi-level car which the Canadian Pacific has introduced in freight car equipment, is designed specifically to transport new trucks (motor trucks) to Canada's markets as fast as they come off the assembly line. Canadian Pacific now has 75 of these bi-level cars in service, and in less than a year they have proved a boon to vehicle manufacturers and distributors alike. Each 89-foot-long bi-level can carry eight to ten truck units. Specifications are as follows:

Length	89ft. 9in.
Width	9ft. 11½ in.
Height rail to first deck	3ft. 3in.
Weight at rail, maximum	179,000 lbs.

These units can very often be seen on the trackage along 104th Avenue and between 106th street and 109th street. On Sunday, March 28th, the Editor observed four tri-deck automobile cars, each carrying five automobiles on each of the three levels and two truck cars each carrying five trucks on each of two levels. Quite a collection of motive power.

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Another Dome-Car was also noticed tied in on the Panorama, westbound and was likely brought here from Winnipeg after a conversion from Milwaukee Railroad. "Columbia" number 2405.



PHOTO CORNER



PGE 619 AT  
CALDER  
FRIDAY 19 MAR 65

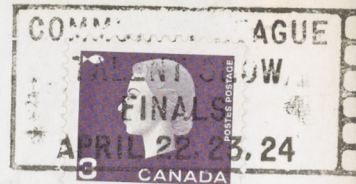
PHOTO BY  
CLAYTON JONES

ALASKA RR GP35's  
AT NTH. EDMONTON  
SAT. 20 MAR 65

PHOTO BY  
ERIC JOHNSON.







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